



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
Michael Grant, ICF
SUBJECT: Status Report on Long-Range Plan Task Force Analysis
DATE: August 21, 2017

This memo provides a summary of staff work activities since the July 19 TPB action. The TPB approved a set of ten improvement initiatives for further analyses as recommended by the Long-Range Plan Task Force. This memo also lays out the proposed schedule for task force meetings for the remainder of 2017.

ANALYSIS UNDERWAY

Staff and consultants are currently developing assumptions and inputs for each of the ten improvement initiatives to be used for analysis, selecting the sketch planning tools and methods by which to analyze the initiatives, and identifying performance measures in-line with the regional challenges identified by the task force. Table 1 lists the ten improvement initiatives accepted by the TPB for further analysis and the components of the initiatives. The task force will receive a detailed briefing on all of these work activities at its next scheduled meeting on September 20th at 2:15 P.M.

NEXT STEPS

Information will be shared with the TPB community twice in September: first at the Technical Committee meeting, on Friday, September 8, and again at the Long-Range Plan Task Force meeting, on Wednesday, September 20. Staff and consultants will provide an overview of the assumptions and inputs that are being used for analyzing the ten initiatives. Staff and consultants will also share information about the sketch planning tools and methods that are in use to analyze the initiatives. To meet the schedule adopted by the TPB for this effort, staff and their consultants have already initiated the sketch planning analysis which precludes the establishment of a process for task force members to suggest changes on the assumptions, inputs, tools and methods of analysis.

Staff and consultants are also identifying the performance measures (measures of effectiveness or “MOEs”) reflective of the regional challenges as identified by the task force that would enable a comparative assessment of the ten improvement initiatives. The MOEs will be shared and there will be an opportunity for the Technical Committee and the Long-Range Plan Task Force to provide feedback. Suggested changes and additional MOEs will be considered for incorporation. However, the sketch planning nature of the analysis and the short timeframe may limit the ability to accommodate these requested changes or additions to the MOEs.

In October, the task force will begin to discuss the process by which the TPB may later endorse a limited set improvement initiatives from among the ten being analyzed for inclusion in the aspirational element of the region’s Long-Range Plan and/or future concerted TPB action, as called for in the resolution establishing the task force. Draft final results of the sketch planning analysis of the ten initiatives will be shared at the Technical Committee and the Long-Range Plan Task Force meetings in November. The proposed schedule for meetings and the meeting focus is outlined in the table below.

PROPOSED SCHEDULE FOR FALL TASK FORCE MEETINGS

The Long-Range Plan Task Force will meet at least once a month from September through December. The proposed schedule is below, along with the proposed general focus of each meeting.

Date (all are Wednesdays)	Proposed Focus of Meeting
September 20 2:15 P.M. – 4 P.M. <i>(LRPTF to follow TPB Meeting)</i>	<ul style="list-style-type: none"> • Receive briefing on assumptions and inputs selected for use by consultant for analysis. • Receive briefing on tools and methods used for analysis. • Provide feedback on proposed performance measures.
October 18 2:15 P.M. – 4 P.M. <i>(LRPTF to follow TPB Meeting)</i>	<ul style="list-style-type: none"> • Begin discussion on the process for the TPB’s selection of a limited set of improvement initiatives from amongst the ten initiatives analyzed, as called for in resolution establishing the task force. • Receive status report on analysis.
November 1 2:00 P.M. – 4 P.M.	<ul style="list-style-type: none"> • Continue discussion on process for selecting amongst the ten initiatives. • Receive status report on analysis.
November 15 2:15 P.M. – 4 P.M. <i>(LRPTF to follow TPB Meeting)</i>	<ul style="list-style-type: none"> • Review Draft Final analysis results of analysis. • Finalize recommended process for TPB’s selection of a limited set of improvement initiatives.
December 6 2:00 P.M. – 4 P.M.	<ul style="list-style-type: none"> • Finalize the list of initiatives to recommend for endorsement by TPB.

TABLE 1: IMPROVEMENT INITIATIVES ACCEPTED BY THE TPB FOR FURTHER TPB ANALYSIS

The 10 projects, policies, and programs (“initiatives”) listed below were accepted by the TPB as recommended by the TPB’s Long-Range Plan Task Force for further analysis “to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG’s regional governing documents.” Initiatives are defined as mega-projects, mega-programs, or mega-policies of a regional scale that involve multiple components.

INITIATIVE	COMPONENTS
<i>Multimodal Initiatives</i>	
1. Regional Express Travel Network	<ul style="list-style-type: none"> • Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge. • New express bus services on network (paid in part through tolls) connecting major Activity Centers.
2. Regional Congestion Hotspot Relief Program	<ul style="list-style-type: none"> • Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections. • Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows). • Expanded regional incident management where appropriate. • Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.
3. Additional Northern Bridge Crossing / Corridor	<ul style="list-style-type: none"> • New northern bridge crossing of Potomac River, as a multimodal corridor. • New express bus services connecting existing Activity Centers in this multimodal corridor.
<i>Transit Initiatives</i>	
4. Regionwide High-Capacity Transitways (such as Bus Rapid Transit)	<ul style="list-style-type: none"> • High-capacity transit networks (such as bus rapid transit (BRT)) in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC (moveDC), and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans. • Improved bicycle and pedestrian connections and access improvements to transit stations.

INITIATIVE	COMPONENTS
5. Regional Commuter Rail Enhancements	<ul style="list-style-type: none"> • VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service). • Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities. • Improved bicycle and pedestrian connections and access improvements to rail stations.
6. Metrorail Regional Core Capacity Improvements	<ul style="list-style-type: none"> • 100% 8-car trains • Metrorail station improvements at high-volume stations in system core. • Second Rosslyn station to reduce interlining and increase frequency. • New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront. • Improved bicycle and pedestrian connections and access improvements to rail stations.
7. Transit Rail Extensions	<ul style="list-style-type: none"> • Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills. • Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later). • Purple line extension to Tysons (west) and Eisenhower Avenue (east). • Improved bicycle and pedestrian connections and access improvements to rail stations.
<i>Policy-Focused Initiatives</i>	
8. Optimize Regional Land-Use Balance	<ul style="list-style-type: none"> • Optimize jobs/housing balance regionwide. • Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit. • Build more housing in the region to match employment (about 130,000 more households).
9. Transit Fare Policy Changes	<ul style="list-style-type: none"> • Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments. • Free transit for low-income residents.
10. Amplified Travel Demand Management for Commute Trips	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> • Employer-based parking cash-out • Expanded employer-based transit/vanpool benefits • Expanded telework and flexible schedule adoption • Substantial increase in priced commuter parking in major Activity Centers.